

The receipts at the Sub Treasury are \$154,328. Pay-
ments, 35,648. Balance, \$210,682.

The Corn Exchange has declared a dividend of 4 per cent
for the last six months, payable last Feb.

The Merchants' Bank has declared a dividend of 4 per
cent on the old and 5 per cent on the new stock, the
Equitable Insurance Company, 12 per cent, the New Or-
leans Canal and Banking Company, 5 per cent, the Ohio
Life and Trust Company, 4 per cent.

The Nagsvatoek Railroad Company has declared a divi-
dend of \$4 a share. The coupons on the bonds of the
Company, due on the 10th inst., will be paid on that day.

The Bank of Pennsylvania a semi-annual dividend of 5
per cent, the Union Bank of Delaware, at Wilmington, a
semi-annual dividend of 4 per cent.

The reports of the United States Bureau of Dry Goods, are
very large. They amount to \$795,112. Included are
figures—
Cottons—\$614,470
Colts—6,000
Woolens—130,000
Woolen—82,800

The Imports of Dry Goods as compared with the same
week last year show a decrease of \$737,138.

The following is an official report of specie exported from

Rev. all of	the district of New York, from the 2d to the 7th of January,	
	1874, inclusive	
	Bark Brothers, Hong Kong, specie	\$3,000 00
	Bark Brothers, Hong Kong, do	1,440 12
	Bark Brothers, Hong Kong, do	2,411 73
	Bark Brothers, Hong Kong, Mexican dollars	1,413 00
	Steamer Pacific, Liverpool, California 400 pieces	36,300 00
	Steamer Pacific, Liverpool, English silver	1,190 00
	Total	\$49,751 73
to carry trans-	A. H. Nickey has a sale of Securities at the Merchants	
action	Exchange on Monday 13th of October	
the stock market	Some time since the directors of the Chicago and Mississippi Railroad, Mr. Dr. Wright's road, and have furnished the means necessary to complete it. The following gentlemen have been elected Directors: George Ellis, Springfield, Mass. Henry Hotchkiss, New Haven, and Charles Good, Edwin C. Litchfield, and John Cleveland, New York. The Hon. George Biss was elected Pres-	

dent of the Company. The work will be pushed with vigor until this important connection between the Maumee and the Lake is completed. There are no more energetic railroad men in the country than those who have taken hold of this enterprise, and this remark applies especially to Mr. Litchfield. In building the Southern Michigan and Northern Indiana Road he surmounted obstacles which would have deterred most men from proceeding.

The Wilmington and Manchester Railroad is now completed its whole length (162 miles), excepting about two miles at the crossing of the Pecos River. This road is now carrying the great Southern Mail to New Orleans.

The notes of the Merchants' and Mechanics' Bank, Oswego, are selling at 50¢ 00¢ on the dollar.

The warrants entered on the books of the Treasury Department at Washington on the 5th inst were:

For the redemption of stocks.....	11,911.93
For the Treasury Dept. inst. exclusive.....	21,74.50
For the Treasury Dept. inst. inclusive.....	17.93.00
Covered into the Treasury from Customs.....	12.00.00
For the War Department.....	3.21.00
For the War Dept. inst. exclusive.....	5.75.00
For the 1st Auditor Department.....	3,458.90

The Money market continues active, but without change in rates. The railroad wants of the West continue to draw means to a large extent away from this City.

The earnings of the Cincinnati, Hamilton and Dayton Railroad for December were:

1852	1853
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Panama	\$12 1/2	\$7 3/4
Peru	10 3/4	10 1/2
Portugal	12 1/2	12 1/2
Spain	12 1/2	12 1/2
United States	12 1/2	12 1/2
Other	12 1/2	12 1/2
Total	\$12 1/2	\$7 3/4

The letters by the steamer bring a moderate amount of orders for American Securities. A European war is generally looked upon as almost certain, yet the Consol market is but little depressed, the closing price being 93 3/4. Money was in active demand at 4 1/2 % per cent on first class short bills, and 6 % per cent on four and six months bills, both in London and Paris. The sales of American Securities are small, and quotations entirely nominal.

The following table will show the fluctuations in Consols during the week

	Lowest	For Account	Highest	Closing
Saturday, Dec 17	94 1/4	94 1/4	94 1/4	94 1/4
Monday, Dec 19	94 1/4	94 1/4	94 1/4	94 1/4
Tuesday, Dec 20	94 1/4	94 1/4	94 1/4	94 1/4
Wednesday, Dec 21	94 1/4	94 1/4	94 1/4	94 1/4
Thursday, Dec 22	94 1/4	94 1/4	94 1/4	94 1/4
Friday, Dec 23	94 1/4	94 1/4	94 1/4	94 1/4

The returns of the Bank of England again present a favorable aspect, showing an increase of £1,099,000 in the bullion, while the increase of deposits amounts to £255,957. There is a decrease in "other securities" held of £398,322, and an increase in notes of £58,022.

LIABILITIES	
Notes issued	£1,729,700
Government Debt	£1,098,100
Gold and Silver	£255,957
Gold and Silver	£1,729,700
Silver Bullion	£255,957

ASSETS	
Proprietors' Capital	£1,729,700
Government Debt	£1,098,100
Gold and Silver	£255,957
Gold and Silver	£1,729,700
Silver Bullion	£255,957

1184	Debit and Dividend Accounts).....	10,492,296	
35	Gold Deposits.....	18,897,454	
36	Silver Deposits and other Bills.....	1,153,435	62,118,370
50	Government Securities (including Dead	2,510,643	
51	Weight).....	18,277,015	
52	Other Securities.....	18,277,015	
53	Notes.....	71,511	
54	Gold and Silver Coins.....	11,533,435	62,118,370
74	The Confederal Exchanges remain steady, and, although		
75	shipments of Gold are still being made to France, there is		
76	no apparent likelihood of a drain of specie from London		
77	for some time to come. There had been two considerable		
78	arrivals of Gold from Am-rica, \$700,000 by the Canada,		
79	and \$1,000,000 by the Baltic, as well as a supply by the		
80	Tarar, from Australia.		
81	The Bar Silver brought by the steamer La Plata from the		
82	West India and Mexico, was sold at 51 1/2 pence standard,		
83	which was also the price realized at the previous sale.		
84	In the manufacturing districts the near approach of the		
85	Christmas holidays tends to limit operations, but otherwise		
86	trade is in a favorable position.		
87	At Paris The French correspondent says		
88	that during the week the funds were very heavy to		
89	day at the close of the market, and the prices were		
90	falling, when a report was spread that an account had		
91	been received from St. Petersburg of the accession of the		
92	Emperor of Russia to the proposition of a conference by		
93	the four powers. This checked the fall and the closing		
94	prices were 1/2 per cent higher for each of the four		

4c. Four and a Half Per Cents, 101ft." The closing prices of Friday were:

Three & One Cents, 101ft.	54.40
Four & One Per Cents, 101ft.	54.40
Five Per Cents, 101ft.	54.40
Six Per Cents, 101ft.	54.40
Seven Per Cents, 101ft.	54.40
Eight Per Cents, 101ft.	54.40
Nine Per Cents, 101ft.	54.40
Ten Per Cents, 101ft.	54.40
Eleven Per Cents, 101ft.	54.40
Twelve Per Cents, 101ft.	54.40
Thirteen Per Cents, 101ft.	54.40
Fourteen Per Cents, 101ft.	54.40
Fifteen Per Cents, 101ft.	54.40
Sixteen Per Cents, 101ft.	54.40
Seventeen Per Cents, 101ft.	54.40
Eighteen Per Cents, 101ft.	54.40
Nineteen Per Cents, 101ft.	54.40
Twenty Per Cents, 101ft.	54.40
Twenty One Per Cents, 101ft.	54.40
Twenty Two Per Cents, 101ft.	54.40
Twenty Three Per Cents, 101ft.	54.40
Twenty Four Per Cents, 101ft.	54.40
Twenty Five Per Cents, 101ft.	54.40
Twenty Six Per Cents, 101ft.	54.40
Twenty Seven Per Cents, 101ft.	54.40
Twenty Eight Per Cents, 101ft.	54.40
Twenty Nine Per Cents, 101ft.	54.40
Thirty Per Cents, 101ft.	54.40

The subscription of \$2,000,000 by the City of Philadelphia to the Sunbury and Erie Railroad has been passed by both branches of the Council. Mr. John Tucker, President of the Road was examined, and made the annexed reply:

"Should the city make the subscription asked for, what security is there that the connection shall not be made by the Catawissa road to New York?"

"I answer frankly, that if our Legislature grant the right of way, I know of no power to prevent such a connection."

"While this is a categorical answer to the question, I may perhaps be permitted to add a few remarks on this point."

"There is no tract of the Catawissa Road that is not at

least 40 miles nearer to Philadelphia than to New York, and the grades to our city are infinitely superior to the roads leading to New York. The Sanbury and Erie Railroad Company need not allow their cars to proceed to New York. Hence, at the point of divergence, if any, the cars would have to be unloaded and reloaded. With this bareness of expense, equal to some fifty miles of trans-

the	portation, together with 40 miles of actual distance in our	
th	way. I feel that no apprehension need exist about the	
had	connection leading to New York. The Sunbury and Erie	
large	route is the best one from Erie to the Atlantic; and if it is	
also	also the best to New-York, I cannot regret that it is	
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port	also the best to New-York, I cannot regret that it is	
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are at	also the best to New-York, I cannot regret that it is	